









## Telegrams.

[Reuters.]

## The United States and Japan.

London, 14th July.  
A report that a Japanese has been arrested in San Diego, California, for sketching a fort, has created much stir in America, but the Government at Washington affirms that it has no official information of the occurrence.

A remarkable feature in the situation is that Eastern America is constantly uninformed of what is happening in the West until the San Francisco newspapers reach New York.

Korea and the Hague Conference.  
The Korean delegation at the Hague yesterday presented Mr. Choate with a Korean protest. Mr. Choate while dwelling on the goodwill of the United States for Korea said if it wished to make representations it should address Washington.

Later.

## France.

President Fallieres, while returning from the review at Longchamps on the 14th inst., was fired at by a man who proved to be insane.

Two shots were fired, but no one was hurt.  
Opening of the Cardiff Dock.  
The King and Queen opened the new dock at Cardiff, and the King knighted the Lord Mayor of Cardiff.

## Russia.

A document published in St. Petersburg indicates, on capital charges, General Stetsel, Fock, Smirnov, and Reuss, for concealing false reports of battles, and for recommending defeated Generals for decorations.

## A RASH CHAFFEUR.

CONVICTED FOR RECKLESS DRIVING.

Chu Pak Ock, the deaf and dumb chaffeur, who has become notorious of late for his wild driving about the city, was summoned before Mr. G. N. Orme, at the Police Court, on Monday, for recklessly driving his automobile along the Praya East, on the night of the 11th instant, to the common danger of the public, and for doing damage to the extent of \$5 to an electric tramcar.

Inspector Gourlay, of No. 2 Police Station, prosecuted. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defence. Mr. A. Course watched the case on behalf of the Tramway Company.

Mr. Grist—the defendant in this case, your Worship, is both deaf and dumb.

His Worship—He had better not drive the car then.

Proceeding, Mr. Grist submitted that the accused took all the necessary precautions when he was out driving in his car. He has two engineers standing on each side of the automobile to look one way and the other, the other way, so as to guard against any accidents.

His Worship—He is charged with furious driving?  
Mr. Grist—It is all in one charge, your Worship.

Inspector Gourlay—No, he is not. The charge is driving to the common danger of the public. He has not knocked over anybody.

Mr. Grist—Then the two charges can be taken together. The fact is he has only damaged some property.

George Hoggarth, chief excise officer, employed by the Tramway Company, was the first witness called for the prosecution. He testified to the effect that at about seven o'clock, on the night of the 11th instant, he was travelling in an electric tramcar, going in a westerly direction. On the left hand side of the road was a brown ricksha, also westward bound. When the tram came abreast of the ricksha witness heard the sound of a horn. On looking round witness saw that the ricksha had whipped into the gutter and a motorcar had appeared on the scene. The motor, which was in charge of the accused, then made an attempt to get past the tramcar and the ricksha. In doing so it collided with the tram. Two ladies, went on the witness, who were in the tram, became alarmed, and remarked that they feared that the motor would enter the tram. (Laughter.)

Mr. Grist—That is not evidence.

Continuing, witness said that had the auto struck the ricksha something serious would have occurred.

His Worship—Had the ricksha a fare?  
Witness—Yes.

Mr. Grist—This occurred between Observation Place and No. 2 Police Station?—Yes.

The motorcar was the overtaking vehicle?—Yes.

Supposing the ricksha was not on that side of the road—or was not there at all—would there be any danger?

The witness thought for a while and answered: Yes, I think there would still be danger, at the speed he was going.

Do you think the motorcar was travelling at a very fast rate?—I do.

How many miles do you think he was travelling?—I think about 20 miles an hour.

Mr. Grist said that the electric tramcar was travelling sixteen miles. Motorcars in England, he submitted, were allowed to go 20 miles an hour.

The motorman of electric tramcar No. 32 stated that on the night in question he had to pull up his tram in order to allow the defendant's motor to overtake him. The motor then collided with his tram.

Arthur Course, traffic manager of the Tramway Company, spoke as to the damage done to the car. The brass band rail, the corner rail and part of the footboard were torn away. He placed the damage done, roughly, at \$5.

Inspector Gourlay—Have you had many complaints about the defendant's motorcar?

Yes, many. Cars on many occasions have had to stop to allow him to go past.

Mr. Grist—There are complaints about every motorcar.

That concluded the case for the prosecution. Mr. Grist started by quoting authorities. Then he submitted that the summonses were purely a matter of damages, which should have been taken to a civil court. He contended that at home the driver of a motorcar cannot be prosecuted until he refuses to pay reasonable compensation for the damage done; then he can be apprehended. In this case, he said, the accused did not refuse to pay for the damage—in fact no demand was made for any. He would, therefore, ask that no conviction be made on that charge as his client was willing to pay. That, he stated, disposed of that charge. As regarded the other charge, viz., reckless driving, Mr. Grist observed that it was a matter of opinion as to what is driving to the common danger of the public. There have been a goodly number of these cases at home, he went on, and latterly both the public and the Bench have come to recognise the handiwork of motorcars on the public road. Motorcars, said Mr. Grist, are always under control, and although they may travel at a very fast speed they can always be brought up within a few yards. The question remains: "Is the motorcar dangerous?" If that ricksha hadn't happened to be there—

A Voice—(Laughter).

Mr. Grist said that nothing would have happened. Under the circumstances his client had to put out of its way.

His Worship—Was the ricksha on the right side of the road?

Mr. Grist—Oh, yes. The motorcar was following the tram.

Mr. Hoggarth—Overtaking the tram.

Mr. Grist—Overtaking both. Finding then that he could not get past the car and the ricksha at a point further down the road the accused made a dash to clear before that point was reached. Another inch or an inch and a half and he would have got through. The tram, the solicitor said, was travelling at the same speed as did the auto, and in clearing the ricksha the tram struck the motor. Who was in danger? He would call a man, if the Court wished, to say that the defendant was the most skillful driver in the Colony. Although he is deaf and dumb he engages two engineers to make-up for his physical misfortune. As regards the question of his client speaking, he stated that that did not interest anyone, for the less said was the better. (Laughter.) "What we say," concluded Mr. Grist, "is that we were taking all the necessary precautions to safeguard the public and the car, and I submit that the case should be discharged with a caution."

His Worship—I cautioned him a week ago. I also advised him not to drive the car.

Mr. Grist—If he likes to drive the car no one can stop him.

His Worship—I think he is rash. He doesn't appear to mind a fine much.

Mr. Grist—Money is no object to him, your Worship.

The accused was fined \$30 and ordered to pay compensation to the Tramway Company.

## BUILDING CONTRACT.

FURTHER ARGUMENTS.

His Honour the Chief Justice presided in Original Jurisdiction this morning at the Supreme Court to hear further arguments in the matter of the arbitration between the executors and executors of Choy Chan, deceased, and Tsang King, contractor. Mr. M. W. Slade, instructed by Mr. A. C. Holborn, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiffs, and Sir Henry Berkeley, K.C., instructed by Mr. G. E. Morrell, Crown solicitor, of Messrs. Denny and Bowley, represented the defendant.

It will be remembered that in this case the late Choy Chan called the defendant and arranged with him for the building of 30 Chinese houses, for shops and dwelling houses, and also for the pulling down and re-building of another 15 Chinese houses, the work, after an extension of time, to be completed by April 15, 1904.

Under the first contract it was agreed that between the parties that if the work was not completed by contract date the defendant was to forfeit to plaintiffs, as liquidated damages \$75 per cent in the case of the 30 houses and \$50 in the case of the 15 houses, for every day the work remained uncompleted after the said 15th April, 1904. The defendant did not complete the work, and on June 2nd, 1905, the work was taken out of his hands. The work was to be done under the supervision of Mr. W. D. Denny, architect and engineer, who was to certify that it was completed to his satisfaction, and all disputes were to be submitted to him for arbitration. By a later agreement it was agreed that between the parties that instead of \$75 and \$50 respectively the defendant was to pay \$3,000 for the first month and \$6,000 for the second month for which the work remained uncompleted.

Sir Henry said that the point they had to consider was what was in the minds of the parties when they agreed that the defendant should compensate plaintiffs in the sum of \$3,000 for the first month and \$6,000 for the second month for which the work remained uncompleted, and said it was clear that the intention was that the two large sums were to be paid as compensation in full discharge of all liabilities, and nothing more. It was liquidated damages and not a penalty.

His Honour: But it seems to me that they got sick of waiting, and said if the work was not completed within the extended time they would not be satisfied with \$75 a day but would take a lump sum of \$3,000 for the first and \$6,000 for the second month's delay.

Sir Henry: But there was no penalty if it was liquidated damages, and when the agreement was made it was never contemplated that the delay would extend over the first month, and the compensation was doubled for the reason that in the second month there was greater probability of loss of tenants than in the first month.

Sir Henry then quoted authorities at considerable length in support of his argument that the liquidated damages were not a penalty.

After hearing further authorities from Sir Henry, his Honour said he need not call upon Mr. Slade to reply as nothing had been said, and no authorities quoted sufficiently to point to cause him to alter the decision previously arrived at, and that decision would stand.

## OUR CIVIL SERVANTS' SALARIES.

TAXPAYERS' HEAVILY MULCTED.

EXCHANGE COMPENSATION TO BE MADE RETROSPECTIVELY.

Sessional Paper No. 30 of 1907, which was laid on the table of the Legislative Council this afternoon, contained correspondence and memorials on the subject of salaries of European Civil Servants in the Colony. We reproduce a few of the more important despatches bearing on the question, concluding with Lord Elgin's despatch which, with the Council's approval, sanctions an arrangement for the granting of exchange compensation which the Officer Administering the Government is authorised "to put in force at once with effect from the 1st of January last."

[Telegram from Governor, Hongkong, to Secretary of State.]  
14th May, 1906.

The constant rise in silver is seriously affecting sterling salaries and the Legislative Council are pressing for action by the Government. I think some relief is necessary. I propose as a temporary measure, to pay the sterling salaries for the remainder of the year from the 1st May half at the current rate and half at the 1 shilling and 8 penny rate provided in the Estimates.

I likewise propose to pay the dollar carrying exchange compensation as if the Exchange was the mean between current rate and 1 shilling and 8 pence. Kindly telegraph sanction.

[Telegram from Secretary of State to Governor, Hongkong.]  
19th May, 1906.

Your telegram of 14 May. You can submit for consideration proposals to grant relief to prison wardens, subordinate police officers and persons of similar salary and status, but I am not prepared to consider any allowance to officers more highly paid.

[From Governor to Secretary of State.]  
Government House, Confidential. Hongkong, 13th July, 1906.

My Lord.—Referring to my telegram of the 14th and to Your Lordship's of the 19th May on the subject of relief to Government servants on account of the rise in silver seriously affecting sterling salaries, of which telegrams I enclose copies for convenience of reference, I have the honour to point out that prison wardens, subordinate police officers and persons of similar salary and status with regard to whose relief Your Lordship is prepared to consider proposals are not the persons most affected by the present state of affairs. They are provided with Government grants, fuel, and light; whereas rent is a very heavy item of local expenditure on the part of persons for whom no such provision is made and a great proportion are also unmarried and live in messes, an arrangement which greatly reduces the necessary cost of living. It is the class above these such as schoolmasters and the junior European officers in the various departments that are most affected by the reduction in income resulting from the fall of the dollar, though senior married officers with families and no private means also suffer, and of course all officers drawing sterling or exchange compensation salaries are affected to the extent of the proportion of their income expended locally.

2. In June, 1902, when the sterling salary scheme was generally in force was approved by Mr. Chamberlain the value of the dollar was 1/2. In June, 1906, salaries were paid at a rate of 2 1/4 the dollar. The dollar value of the sterling and exchange compensation salaries has thus fallen in 4 years to 83/100 or to just over 4/5ths of its former value.

3. It is true that in some instances salaries have been raised beyond the amount approved in Mr. Chamberlain's despatch No. 171 of the 14th June, 1902, but this has been on account of increased work or responsibility and not on account of decline in the local value of the sterling salary or exchange compensation. It is also true that the value of so much of the salary as is sent home by officers on account of insurance policy, maintenance of relatives or education of children in England, or purchase of goods from England has not fallen in value, but it is equally true that if in 1902 it was possible for an officer to devote 1/5th of his salary to these purposes and to make provision for the future it is not possible for him to do so, devote any sum at the present time except by a curtailment of local expenditure, which becomes less and less possible as local prices rise. I would add that, though if trade were flourishing and the chances of successful competition with the European retail merchants enhanced this should bring about a fall in the price of European goods purchased locally, no such fall has practically taken place at present.

4. The strongest argument against payment of sterling or exchange compensation salaries at any rate other than the current one is that by the agreements which officers have expressly or impliedly entered into they have no legal claim to any other rate. Against this, however, must be set the fact that it is impossible to expect a satisfied Civil Service in which the spending power of officers' salaries is constantly being reduced through no fault of their own, and that with a dissatisfied Civil Service the work of the Colony is not likely to be efficiently performed, while new recruits of the desired stamp will be deterred from joining by the complaints of those who are constantly realising with greater resentment the unfavourable conditions under which they are now serving. The fact that the Colony's revenue and expenditure is estimated at £1,000,000 in 1907, and so apparently saved the expense of servants when the dollar rises above the rate of exchange at which the annual estimates are made adds to the desirability of relieving them from the present condition of affairs.

5. The suggestion embodied in my telegram of the 14th May was based on the conviction that some action in the matter was necessary. The practical effect of the suggestion if it had been carried out to make half the sterling salaries and half exchange compensation payable at a fixed rate rather lower than that current at the date of the Secretary of State's despatch of the 20th July, 1905—1/8 instead of 1/4—and half at the average rate of the preceding month. In other words sterling salaries and exchange compensation become half a dollar and half a sterling equivalent. By the permanent adoption of the arrangement when the dollar was above 1/8 the Government's gain and officers' loss, and when it was below that amount the officers' gain and Government's loss, would be one half what it is with existing arrangements.

Taking a concrete case of a salary of £500 and assuming possible in the future a fluctuation of the gold value of the dollar to be about as much as it has been in the last 30 years, i.e., between 1/4 and 1/8, the fluctuation of the salary in dollars would be from \$4,250 to \$6,333 or about half its lowest amount.

6. Another scheme would be to fix a range within which sterling salaries and exchange compensation would be paid at the average rate of exchange of the preceding month and beyond which they would be paid at the rate of the limits of the range. Thus if the range was 1/8 to 1/4, and the dollar was above 1/4 they would be paid at 1/4 and if the dollar was below 1/8 at 1/8. The objection to the system is that if the range is small, as it would be with the above limits, the scheme would practically be the same as converting all sterling salaries into dollar salaries for local payments and if large say 1/6 to 1/2 would not remove the present difficulties.

Taking the same concrete instance as before the salary in dollars would be liable to fluctuate from \$5,000 to \$6,000, or 1/5th of its lowest amount with the smaller range suggested or from \$4,616 to \$6,666 or 1/10th of its lowest amount with the wider range.

7. A third scheme would be to fix upon some rate and if the dollar goes above it to pay the dollar equivalent at the rate and if it goes below it to pay at the average rate of the preceding month. If for instance a 2/4 rate is fixed upon then when the dollar is above 2/4 officers drawing sterling salaries would receive 2 dollars to the £ and if below 2/4 some greater number according to the exchange of the previous month. 2/4 would be an arbitrary but convenient rate to fix. It is considerably higher than the rate current at the time of the fixing of the sterling salaries by Mr. Chamberlain's despatch of the 13th June, 1906, but since that date officers have on the whole gained by the low exchange and they would again profit if the gold value of silver fell, while they would not lose if it rose. The practical effect of this scheme, if carried out, would be to convert sterling salaries into dollar salaries for local payment if the dollar value rose above 2/4.

The disadvantage of this scheme is the loss that would fall on the Treasury with a very low dollar; but a low dollar is generally good for trade and consequently when the dollar falls the revenue tends to rise and to be in a position to meet the additional expenditure due to increase in the number of dollars paid on account of sterling salaries and home payments.

Taking the same concrete instance as before the salary in dollars would be liable to fluctuate from \$5,000 to \$6,666 or one-third of its lowest amount.

8. A fourth scheme would be to revert to dollar salaries, entirely, fixing a rate for conversion of sterling with dollar salaries. Such a rate might for the reasons already given be 2/4. The advantage of this scheme would be to do away with all fluctuations in the local values of salaries. The objection to this scheme would be that if the dollar fell to say 1/6 or less the whole question first of exchange compensation and then of sterling salaries would come up *de novo*.

9. Other schemes will doubtless suggest themselves to anyone considering this intricate subject, but they will probably only be variations of those I have set forth as possible means of solving this problem. On the whole I am now disposed to consider the third scheme by which, if the dollar goes above 2/4, payments will be made at that rate and if it goes below at the average rate of the preceding month is the one which offers the most permanent and equitable solution.

10. Your Lordship's telegram of the 19th May debars me from making any recommendation in this matter, but I have nevertheless thought it advisable to write fully with regard to it, and I shall be greatly obliged if I could be furnished with an expression of Your Lordship's views that I can put before the Legislative Council of the Colony. I would add that the subject was brought before the meeting of the Executive Council on the 10th May last, when Sir Paul Chater, the Senior Unofficial Member, asked me to appoint a Committee to inquire into it, a course which did not appear to me to be advisable. To a question as to whether the Government would consider the advisability of granting relief to those Civil Servants who were drawing their pay on a sterling basis, put by Mr. H. E. Pollock, K.C., representative of the rate-payers in the Legislative Council, at their meeting on the 17th May, I replied that I had communicated with Your Lordship in the matter. Mr. E. A. Hewitt, the member representing the Chamber of Commerce, has also asked questions on the subject which he has intimated to me he proposes to bring up again when the Estimates are under consideration in September next—I have, etc.

M. NATHAN.

The Right Honourable,  
THE EARL OF ELGIN, K.C.,  
&c. &c. &c.

[From Secretary of State to Governor.]  
Hongkong.  
Confidential.

Downing Street,  
24th August, 1906.

Sir, I have the honour to acknowledge the receipt of your confidential despatch of the 19th ultimo in which you set forth various suggestions for meeting the effect of the rise in silver on the sterling salaries of Government

[Continued on p. 6.]

## To-day's Advertisement.

KOWLOON BOWLING GREEN CLUB, AUSTIN ROAD.

AN OPEN AIR CONCERT will be held at the Green on SATURDAY, July 20th, commencing 9 P.M.  
MACHADO'S STRING BAND will be in attendance.

Tickets, \$1.00 each, can be obtained from members, or at the gate. Ladies free.  
P. H. NYE,  
Hon. Secretary.  
Hongkong, 16th July, 1907. [659]

## THE MAN ON INSURANCE CO.

TO EXTEND ITS OPERATIONS.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, appeared before his Honour the Chief Justice, in Original Jurisdiction this morning, in the matter of the Man On Insurance Company, Ltd.

Mr. Pollock said that when he brought the matter before the Court, of the motion for the Man On Company to extend its operations to Fire Insurance in addition to its present business of marine insurance, his Honour required further information as to the financial standing of the company. Since then he had obtained the information supported by affidavits by Kwong Tung Fook, a director of the company, Mr. R. F. C. Master, and the manager, and these affidavits had been filed, and he would now ask for the order. His Honour said he would grant the order which, for the reason that he was not satisfied that the capital of \$1,000,000, was sufficient when the matter was moved before him before. He had now obtained all the information he required and had ascertained that of seven marine and fire insurance companies here the capital was the same, half paid up. He was now satisfied and would make the order; the company to pay the cost of the motion and of this application.

## CARGO FOR MANILA BROACHED.

POLICE SEARCHING WATCHMAKERS' SHOPS.

The city detectives are scouring Hongkong high and low in search of a number of silver watches which were lost in the Colony some weeks ago during transshipment. Yesterday, Detective Sergeant O'Sullivan visited three watchmakers' establishments, at 128, 154 and 59A, Queen's Road Central. A search was made and four watches, supposed to correspond in make with those lost, were seized. Three arrests were made. Several weeks ago a consignment of watches arrived in the Colony from Marseilles for trans-shipment to Manila. When the boxes arrived at their destination no less than thirty-six watches were found to be missing. The loss was cable to the Messageries Maritimes in Hongkong and the matter placed in the hands of the police. At the Police Court, to-day, the three watchmakers were charged before Mr. F. A. Hazell with being in unlawful possession of stolen property. Mr. E. J. Grist and Mr. C. F. Dixon appeared for the defence. The case was remanded. The police said to-day that no stone will be left unturned until the remainder of the watches have been recovered.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at the Happy Valley from the 13th to 18th July, 1907. The following cards were handed in:—

ROBERTSON FAREWELL CUP.

Mr. R. O. Hutchison	78	scr.	= 78
Mr. M. A. Murray	83	= 80	
Mr. H. W. Slade	97	= 82	
Mr. C. J. Satterthwaite	97	= 81	
Mr. F. W. Warre	88	= 83	
Mr. E. J. Grist	84	scr.	= 84
Mr. E. V. D. Parr	93	= 84	
Mr. C. W. May	90	= 85	
Mr. H. Pinckney	94	= 86	
Mr. E. F. Mackay	91	= 89	

(24 entries).

Mr. R. O. Hutchison	78	= 76	
Mr. C. J. Satterthwaite	90	= 80	
Mr. F. W. Warre	88	= 81	
Mr. A. Morley	99	= 81	
Mr. E. J. Grist	84	= 82	
Mr. E. V. D. Parr	93	= 82	
Mr. C. G. Moxon	100	= 82	
Mr. C. W. May	90	= 83	
Mr. D. B. Murray	95	= 84	

(25 entries).

\* Winner of Cup and Pool.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/1
Do. demand	2/2 1/2
Do. 4 months' sight	2/1 1/2
France—Bank T.T.	2/7 1/2
America—Bank T.T.	53 1/2
Germany—Bank T.T.	32 1/2
India—Bank T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	73
Singapore T.T.	7 1/2 prem
Japan—Bank T.T.	107
Yan—Bank T.T.	13 1/2

Buying.

4 months' sight I.C.	2/2 1/2
6 months' sight I.C.	2/3
30 days' sight San Francisco & New York	54 1/2
4 months' sight do.	54 1/2
30 days' sight Sydney and Melbourne	5 1/2
4 months' sight France	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	31 1/2
Bank of England rate	2 1/2
Bank of France	2 1/2
Sovereign	2 1/2

## Intimations

THE  
ROBINSON PIANO  
CO., LD.

TALKING  
MACHINES  
AND  
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 20th November, 1906. [18]

THE

LEADING COGNAC

IS

J. &amp; F. MARTELL'S.



per dozen \$25.00

28.00

V.S.O.P. 40.00

V.V.S.O.P. 90.00

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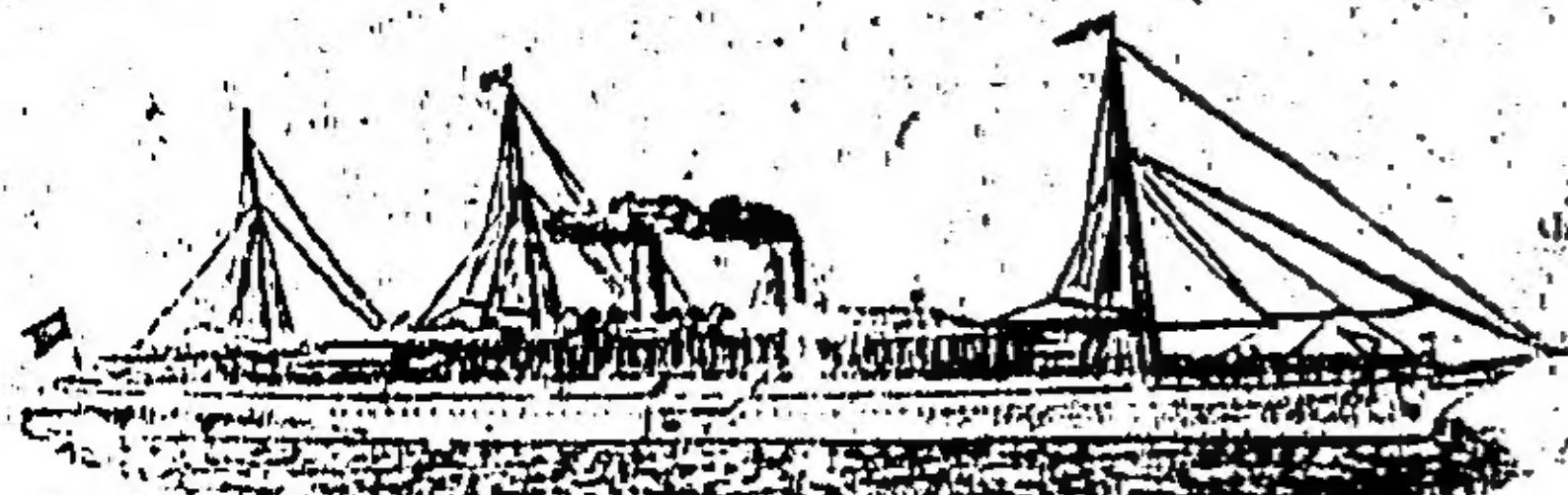
H. PRICE &amp; Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907.

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPRESS OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND-SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Fast Mail "EMPRESS" Steamships, 14,500-ton register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 21st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 4th July, 1907.

Cornwall Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"TAISANG"	WED'DAY, 17th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUNSAUNG"	WED'DAY, 17th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 19th July, 4 P.M.
TIENSIN & SWATOW & CHEFOO	"CHIPSING"	FRIDAY, 19th July, 4 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

	Single.	Return.
Hongkong to Singapore	5 6s	10 0s
Penang	8s	13 0s
Calcutta	16s	25 0s

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 16th July, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
NINGPO & NEWCHWANG	"MANOHANG"	17th July, Noon.
SWATOW, WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	17th " 4 P.M.
SWATOW & SHANGHAI	"KIUKIANG"	18th " "
CEBU and ILOILO	"BUNGKIANG"	24th " "
YOKOHAMA & KOBE	"TAIYUAN"	29th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd Aug. 4 P.M.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A fully qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

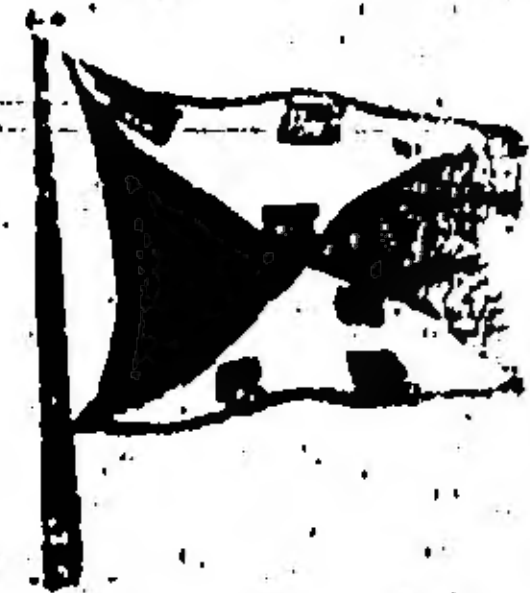
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 15th July, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. Fraser	MANILA	SATURDAY, 20th July, at Noon.
RODI	2540	R. W. Almond	"	SATURDAY, 3rd Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 6th July, 1907.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast)

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

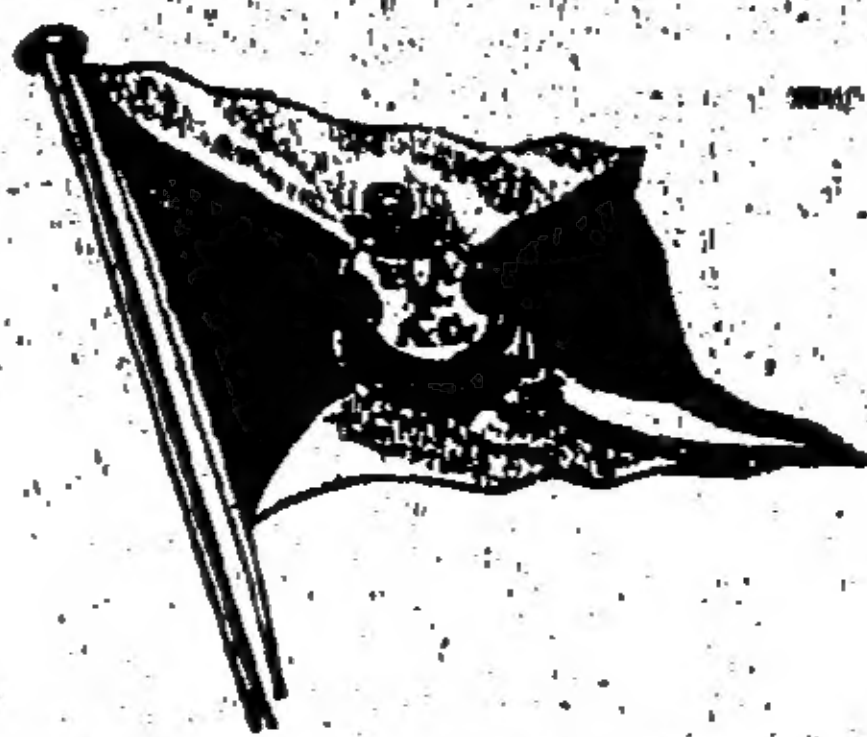
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 16th July, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSURG ..... 2nd Aug.

SCANDIA ..... 7th Aug.

HABSURG ..... 4th Sept.

RHENANIA ..... 4th Oct.

Hongkong, 12th July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

YOKOHAMA

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COMPAGNIE DES MESSAGERIES

MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA

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WEATHER-FORCASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards.

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 4th UM below.

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below.

Indicates



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3 = } \$24.33 making \$40.80 for 1906	41 % \$30 ex n. issue \$522 new issue London £79.10/- ex new issue London £60 n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	£12,735	\$71,293	\$2 (London 3/6 for 1907)	71 % \$270 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$23,638	\$20 for 1905	71 % \$270 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex } 2/10.11 16 per cent	6 % Tls. 75
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	1,400,400	{ Final of \$12 making \$12 for 1905 and } { Interim of 13/- for 1906	51 % \$770 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	461,467	11/- for year ending 31.12.5	61 % \$180
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	1,62,980	\$1 and bonus \$1 for 1905	91 % \$88 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$23,236	\$40 for 1905	121 % \$320 sellers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	61 % \$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$303,623	Nil	\$21 for year ended 30.6.1906	6 % \$21 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$600,000	120,170	\$1 for 2nd half-year making \$2.00 for 1906	61 % \$201 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£3,990	£2,412	10/- @ ex. 2/1 9/10 = \$4.99 1905	111 % \$69 buyers
Shanghai Tug and Lighter Company, Limited	200,000	11s. 5d	11s. 5d	Tls. 54,372	71,133.37	{ Final of Tls. 31 making Tls. 51 (Pref.) and } { final of Tls. 3 making Tls. 51 (ord.) for } { Interim of 1/- (Coupon No. 8. 101 a/c 1907	101 % Tls. 46 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£5,167,141	85,355.60	{ Final of 1/- for year ending 30.4.1907 } { \$1.00 } for year ending 30.4.1907	21 % \$25
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	1137	{ \$1.00 } for year ending 30.4.1907	4 % \$15
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 98,000	1,18,730	Final of Tls. 2 making Tls. 6 for 1906	121 % Tls. 48
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	9,218	\$8 for year ending 31.12.06	8 % \$100
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Nil	13 for 1907	521
Yank Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	41 % Tls. 90
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 % Tls. 15.90 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906	G. \$5
Sub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,773	£8,745	Interim of 1/6 for a/c year ending 28.2.07	56 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 % 1171/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$10,000	\$3,047	Final of \$21 making \$5 for 1906	61 % \$78
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$30,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 % \$100 buyers
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	\$49,500	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	101 % Tls. 75 sellers
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year } { ending 31.12.06 on old capital	81 % Tls. 2731/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,000	Tls. 12,936	Tls. 18 for 1905	81 % Tls. 2121/2
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 141/2 months ending 28.2.07	6 % Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$10,000	\$8,418	\$3 for year ended 30.6.1906	101 % \$28
Central Stores, Limited	30,123	\$15	\$15	\$1,000	\$9,178	\$1.80 for 1906	12 % \$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$74,075	1371	\$5 for second half-year making \$10 for 1906	81 % \$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$20,000	\$56,218	Final div. of \$31 making \$7 for 1906	61 % \$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 20,783	Tls. 1,935	Final of 6 % = 10 % for 1905	121 % Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,690	Final of \$6 making \$10	121 % \$80
Dunpreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386	\$11,167	80 cents for 1906	71 % \$101
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$21 for 1906	61 % \$37 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 169,293	Tls. 61,978	Interim of Tls. 3 for account 1907	71 % Tls. 10.10 ex div.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	81 % \$50
<b>COTTON MILLS.</b>							
I-two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	151 % Tls. 61 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$21,660	\$11 for the year ending 31.7.06	11 % \$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 % Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	91 % Tls. 821/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 5,063	Tls. 50 for 1906	151 % Tls. 330
<b>MISCELLANEOUS.</b>							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	1906	\$7 for 1906	8 % 1871/2 buyers
Bell's Asbestos Eastern Agency, Limited	1,604	12/6	12/6	£814	£856	1/3 per share for 1905	81 % \$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$50,000	1053	\$3 for 1905	101 % \$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1 for 1904	101 % \$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	151 % Tls. 84 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06	101 % \$6 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	1855	80 cents for 1906	9 % \$9 sellers
Dairy Farm Company, Limited	25,000	\$71/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	81 % \$15 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$411,000	\$10,804	Interim of 50 cents per share for a/c 1907	111 % \$17 ex div.
Hall & Holtz, Limited	21,000	\$20	\$20	\$500,000	\$15,032	\$21 for year ending 28.2.07	11 % \$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	12,953	11 per share for year ending 28.2.07	7 % \$14
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	91 % \$245
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$65,000	\$4,212	\$2.00 for year ending 31.12.06	9 % Tls. 2921/2 sales
Matschappi tot Minj. Bosch en Landbouwen- plaatse in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Second interim div. of Tls. 71 for a/c 1907	91 % \$101 sa. and b.
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	Spec. sh. ordered for 1910 Oct. to 30th Apr. '07	101 % \$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Nil	None	101 % Tls. 108 buyers
Philippine Company, Limited	97,500	\$10	\$10	none	\$2,655	{ Final of Tls. 31 and bonus of Tls. 1 for } { year ending 31.12.06	41 % Tls. 45 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,354	Tls. 4 for 1905	121 % Tls. 80 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,123	Tls. 7,843	Final of Tls. 5 and Tls. 10 for 1906	81 % Tls. 1171/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 8,592	Final of Tls. 6 making Tls. 10 for 1906	101 % Tls. 300 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 3,419	Interim div. of 5/- for 4-year 1906	101 % Tls. 370 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	85,592	Interim div. of 5/- for 4-year 1906	101 % \$23
South China Morning Post, Limited	7,200	£20	£20	none	Dr. \$41,934	30 cts. (old) & 15 cts. (new) year ended 31.5.06	41 % \$7 sales
Steam Laundry Company, Limited	6,000	\$25	\$25	none	Dr. \$214	Interim of Tls. 4 for year 1905/6	101 % Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,395	Tls. 1,012	Final year	101 % \$121
Union Waterboat Company, Limited	50,000	\$10	\$10	none	Dr. \$349	70 cents on 9,900 ord. shares and \$9.90 on	61 % \$101 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$25,000	\$712	100 Founders for year ending 31.5.1906	71 % \$11 buyers
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$300,000	\$5,482	{ Final of 40 cents per share making 80 } { cents for year ending 31.12.07	101 % \$71 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{ Final of 30 cts. making 80 cts. for the } { year ended 30th June, 1906	101 % \$71 buyers

\*These shares are entitled to half of the profits.

## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJI-  
BOUTI, EGYPT, MAR-  
SEILLES, LONDON,  
HAYRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "ERNEST SIMONS."

Captain Girard, will be despatched for  
MARSEILLES on TUESDAY, the 13th July,  
at 1 P.M.

This Steamer connects at Colombo with the  
Australian line S.S. "Jamaica" bound for Mar-  
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. TONKIN ..... 6th August.  
S.S. SALAZIE ..... 20th August.  
S.S. POLYNESIE ..... 3rd Sept.  
S.S. TOURANE ..... 17th Sept.  
S.S. AUSTRALIEN ..... 1st Oct.  
S.S. NERA ..... 15th Oct.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th July, 1907.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

(Through Bills of Lading issued for BATAVIA  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELTA"

Captain C. L. Daniel, carrying His Majesty's  
Mail, will be despatched from this  
BOOMBAY, &c., on SATURDAY, the 27  
July, at Noon, taking Passengers and Cargo to  
the above Ports, in connection with the Com-  
pany's S.S. "Macdonald", 10,500 tons, from Colombo,  
Passengers' accommodation in which vessel  
is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S.  
"Perla", due in London on 8th September, 1907.

Parcels will be received at this Office, until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 15th July, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;c. &amp;c. &amp;c.

KODAKS, FILMS,

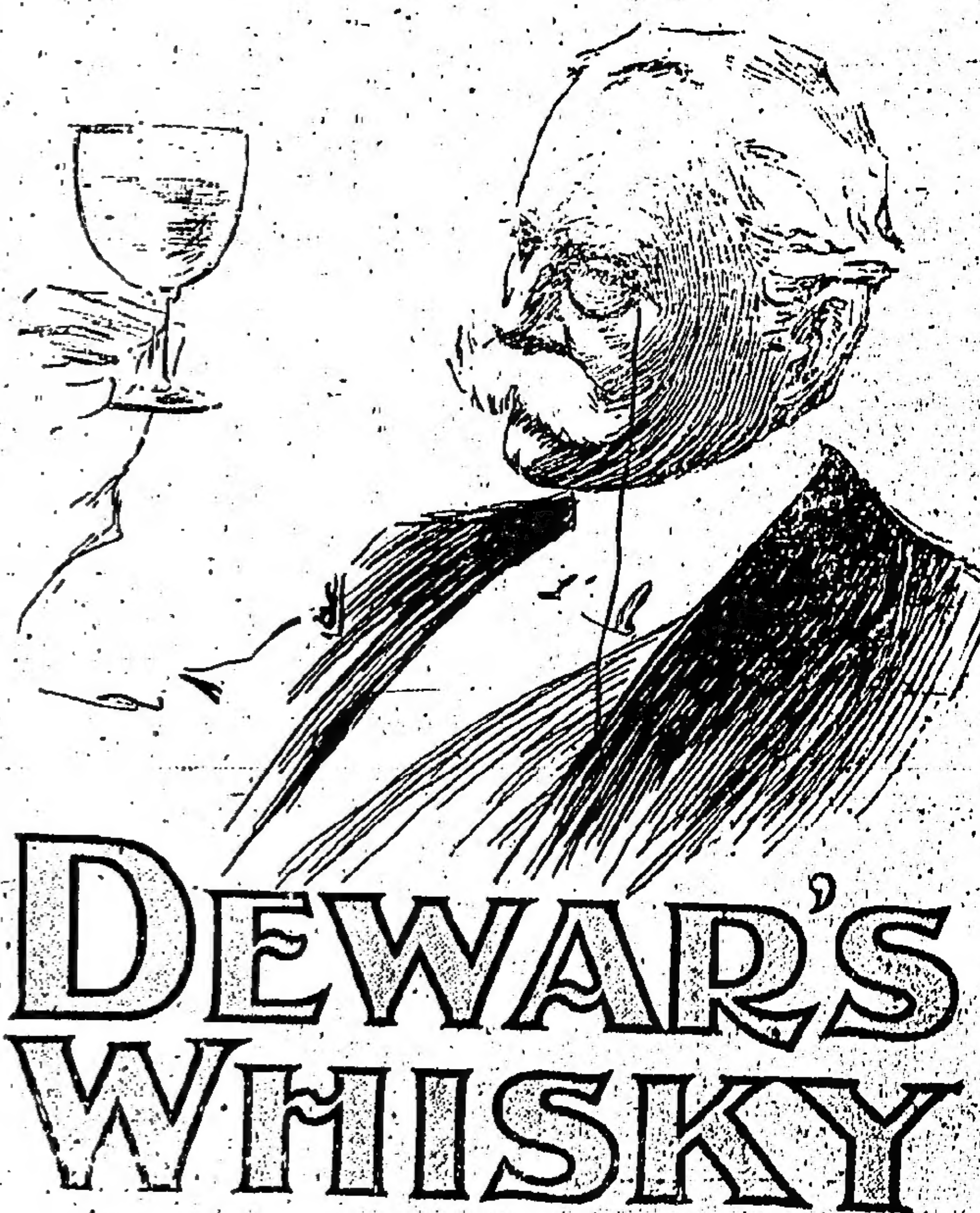
Telephone 256.

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.



Sole Agents: BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Colnaght Road Central.

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